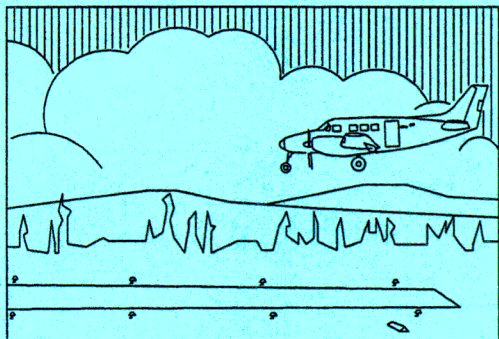


FINDING OF NO SIGNIFICANT IMPACT

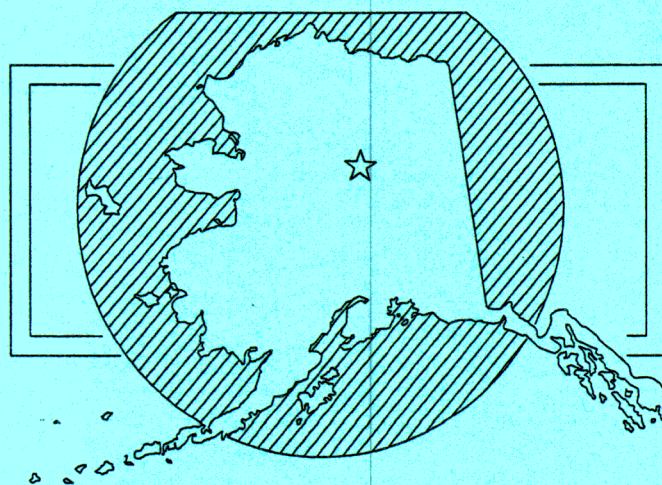
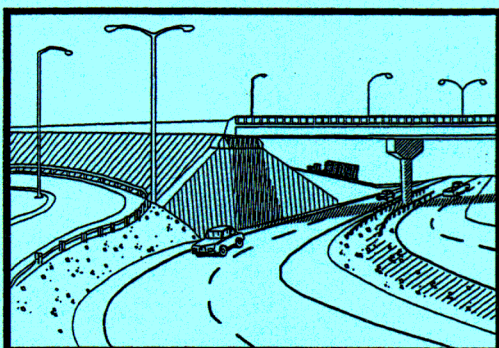
RICHARDSON HIGHWAY NORTH POLE INTERCHANGE

PROJECT NO. ACNH-OA2-4(26) / 62184



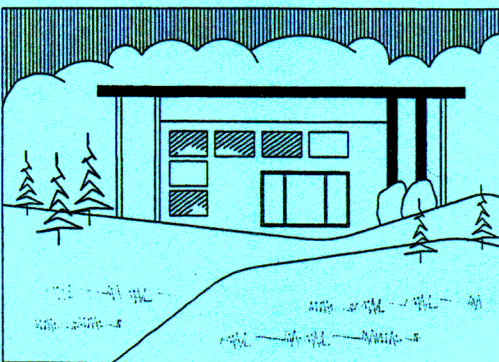
STATE OF ALASKA

Department of Transportation
and Public Facilities



NORTHERN REGION

SEPTEMBER 15, 2004



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT

RICHARDSON HIGHWAY NORTH POLE INTERCHANGE

Project Number ACNH-0A2-4(26) / 62184

Selected Alternative: The Federal Highway Administration (FHWA) has selected the Build Alternative, consisting of the reconstruction of the Richardson Highway to provide an interchange at Dawson Road. The existing intersections at Fifth Avenue/Mission Road and Laurance Road will be restricted to right-turn-in and right-turn-out movements, eliminating the cross highway traffic.

The highway will cross over Dawson Road, providing an unrestricted crossing for local traffic under the Richardson Highway. Interchange ramp intersections will be controlled by traffic signals.

To facilitate traffic movement to and from the interchange and the existing road network the project will include the following:

- The Mistletoe Drive frontage road will be extended from Donner Drive to Dawson Road.
- Dawson Road will be extended to Laurance Road (the name of the extension is Buzby Road, according to the FNSB Planning Department, this is a correction to the EA).
- Eight-foot wide path on the roadway shoulders of the frontage roads for pedestrians and bicycles. This will be constructed on the south side of Saint Nicholas Drive between Santa Claus Lane and Dawson Road and on the north side of Mistletoe Drive between Dawson Road and Laurance Road.
- A “grade-separated” overpass at Fifth and Mission. (See errata Figure 2.)
- A one-way frontage road between Mission Road and Badger Road.

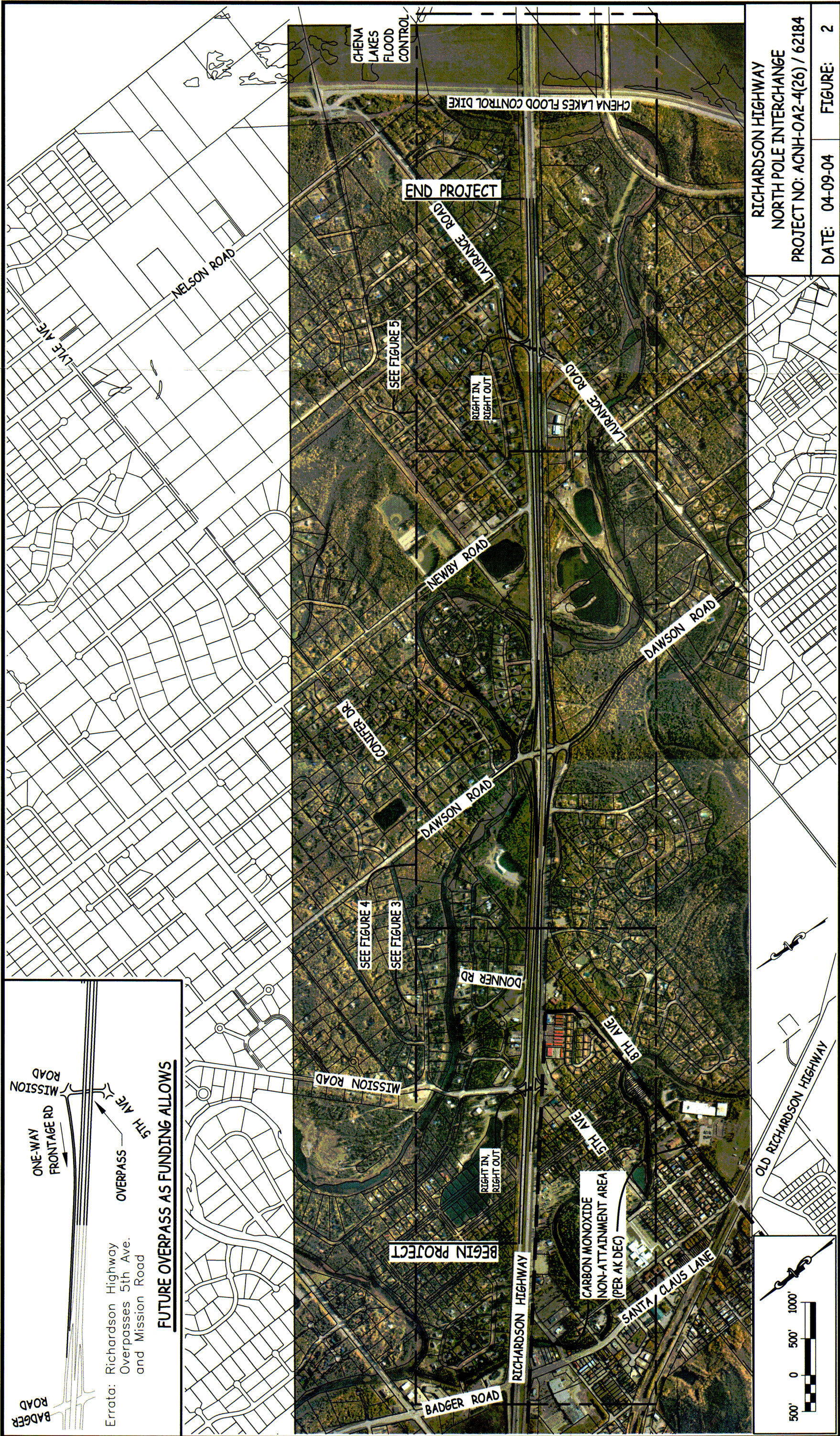
The last three actions will be deferred to a later date if construction bids exceed the available funding.

Alternatives Considered: A No-Build Alternative was evaluated to determine what would happen if no action were taken. The No-Build was not selected, as it did nothing to meet the need for safety improvements, and failed to respond to the public outcry for this safety project.

Measures to Minimize Harm:

Protection of Wetlands & Executive Order 11990: The project will impact between two and three acres of wetlands. Avoidance and minimization included steepening slopes and keeping the bike path on the road shoulder near Chena Slough. Mitigation includes the installation of a large culvert under Dawson Road to provide additional access or flow in Chena Slough, as requested by the “Friends of Chena Slough” and agreed to by the US Army Corps of Engineers, the Fish

Build Alternative Errata



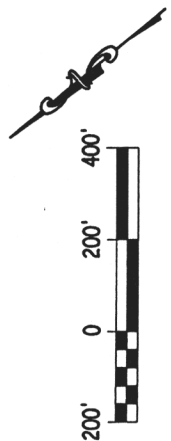
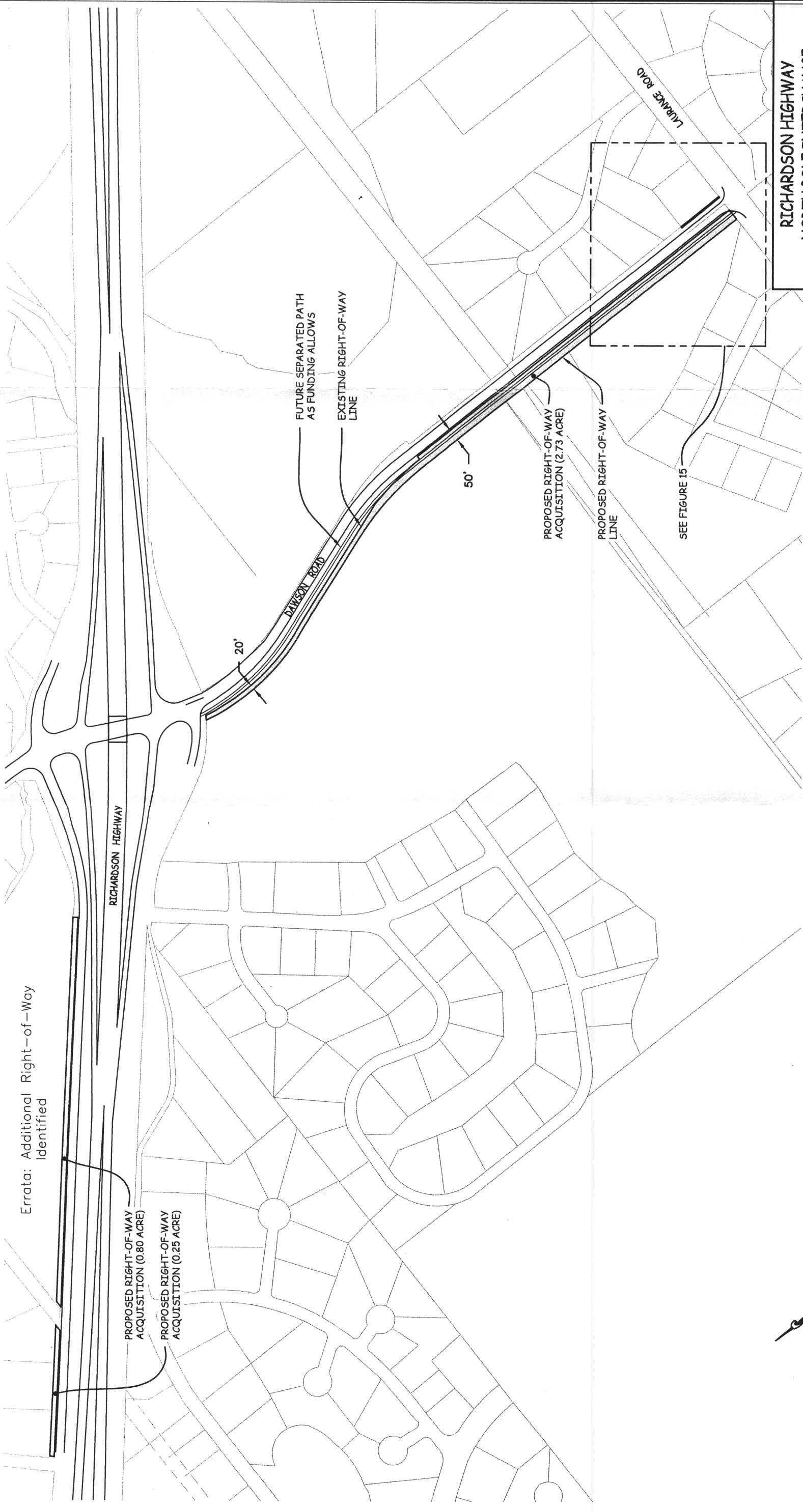
Errata: Richardson Highway Overpasses 5th Ave. and Mission Road

FUTURE OVERPASS AS FUNDING ALLOWS

ONE-WAY FRONTAGE RD
MISSION ROAD
5TH AVE
OVERPASS

RICHARDSON HIGHWAY NORTH POLE INTERCHANGE	
PROJECT NO: ACNH-OA2-4(26) / 62184	
DATE: 04-09-04	FIGURE: 2

Right-of-Way Impacts Errata



RICHARDSON HIGHWAY NORTH POLE INTERCHANGE PROJECT NO: ACNH-OA2-4(26) / 62184		
DATE: 04-09-04	FIGURE: 14	

and Wildlife Service and the Alaska Department of Natural Resources. The impacted acreage is less than significant.

Wetland Finding: Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Noise: ADOT&PF will work with impacted residents to design a noise barrier, providing the City and Borough requests a barrier in compliance with the ADOT&PF Statewide Noise Policy. The noise impact is less than substantial with, or without the barriers.

Right-of-Way: 3.78 acres of right-of way will be purchased for the Selected Alternative. 1.05 acres of these were identified following the publication of the EA. The property manager is willing to sell the additional acreage (See comments, Appendix 1). Acquisition will be in conformance with the Uniform Act. Impacted acreage is less than significant. There are no relocations. (See errata Figure 14.)

Floodplain Management & Executive Order 11988: The project is in a flood plain protected by levee, dike, or other structures of the U.S. Army Chena Flood Control Project regulatory floodway. The Selected Alternative will have no effect on the regulatory floodway.

Construction of the selected alternative will require the following permits:

- U.S. Army Corps of Engineers wetlands permit authorized under section 404 of the Clean Water Act.
- Alaska Department of Environmental Conservation State water quality certification authorized under section 401 of the Clean Water Act.
- U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) construction/storm water permit.
- DNR OHMP Title 41 fish passage culvert installation permit.

Special Provisions

ADOT&PF will discuss emergency vehicle gates on Mission and Laurance roads with the North Pole Police and Fire Department.

Tree clearing along Buzby Road (the extension from Dawson Road to Laurance Road) will be limited to that needed for the road, and will not include the wider clearing for a bicycle/pedestrian path until funding allows for its construction.

Construction Environmental Commitments

Historic Preservation: If the contractor discovers any cultural, historic, or archeological properties during construction, the contractor will immediately cease operations in the area and notify the Project Engineer. ADOT&PF will protect the discovery site from any further disturbance and immediately notify the State Historic Preservation Officer. If human remains are discovered the FHWA will be contacted immediately.

Wetlands, the contractor will:

- Be responsible for permitting contractor-supplied material sources. If material site and access to material site is not within upland areas the contractor will be required to obtain appropriate permits.
- Clearly mark the project footprint prior to construction and restrict fill and all equipment operations to within the footprint of the project.

Water Quality, the contractor will:

- File a Notice of Intent to EPA to utilize the NPDES General Permit for Alaska and provide a copy of this Notice of Intent to the Project Engineer.
- Develop and implement a Storm Water Pollution Prevention Plan.
- Provide and maintain temporary erosion and sediment control measures.
- Limit the disturbed / exposed areas to those necessary to project construction.
- Stabilize all disturbed and fill areas to prevent erosion and sedimentation. Increased water turbidity and sediment in drainage ditches, sloughs, and other wetlands will be evidence of insufficient stabilization.
- Revegetate areas disturbed by the project using seeding standards prescribed for this project.
- Submit a Notice of Termination for the NPDES permit once construction is complete and the entire project area is stabilized and provide a copy to the Project Engineer.

Construction Impacts, the contractor will:

- Submit traffic and dust control plans to the Project Engineer for approval by the Department.
- Work reasonable hours to minimize noise.
- Use drip pans during servicing of equipment to prevent oil and hazardous materials from leaking.
- Not use fill materials containing hazardous substances including petroleum fuels.
- Not stockpile nor dispose of any material at any site suspected of containing hazardous substances or petroleum fuels.
- Walk the site and remove any evidence of construction activities such as signs, survey tape and markers, and flagging and collect and dispose of all trash properly upon completion of the project.

Hazardous Materials and Petroleum:

- No fueling activities are permitted within 200' of any stream or waterbody and 100 feet from any wetland areas.
- Fuel & lubricants must be stored in double walled tanks, or lined containment berms greater than 100 feet from any wetland and 200 feet from any stream or waterbody.
- Containment must be a capacity at least 10% greater than total volume of material stored within the containment.
- Fuel, lubricants, or other hazardous substances will not be stored within a floodplain or wetland area.
- Hazardous materials use, storage, and waste disposal will be in accordance with all state and federal regulations. The contractor needs to plan for and make arrangements to

properly use hazardous and special wastes, including wastes such as used oil, batteries, used lubricants, solvents, paints, or other forms of hazardous and special wastes. The contractor will submit a hazardous material control plan to the Project Engineer.

- Clean up, containment, and restoration activities will be in accordance with state and federal regulations and the Project Engineer will be notified of these activities. Spill response equipment and supplies will be available on site for the cleanup and containment of petroleum product leaks and spills. The Project Engineer will be notified immediately of any release, or discovery of petroleum products, hazardous materials, or wastes.

Public Hearing Summary: Public notices for the Environmental Assessment public hearing include the following:

- 1,800 notices were mailed to residents and businesses on either side of the project corridor. The Fairbanks North Star Borough provided addresses.
- The City of North Pole newsletter announced the meeting.
- Inserts announcing the meeting were included in all City of North Pole utility bills.
- Copies of the EA were sent to resource agencies with a request for comments.
- Copies of the EA were provided to cooperating entities including the Fairbanks North Star Borough and the City of North Pole.
- A display advertisement was run in the Fairbanks Daily News Miner announcing the hearing and availability of the EA on June 24 and June 27, 2004.
- Copies of the EA were available at the hearing and provided on request.

The hearing was held on July 14, 2004 in the North Pole City Council Chambers. The project team explained walk-through displays including: ADOT&PF Design, Environmental, and right-of-way; Fairbanks North Star Borough Planning; and the City of North Pole Mayor and Officials. Fifty-eight people signed in at the meeting, comment sheets were filled out by twenty people, a recorder was available for those wishing to make a recorded comment, and ADOT&PF staff took notes of general comments. Four e-mails and six letters were received. (See Appendix 1).

Comments and ADOT&PF responses included:

- Build as soon as possible to save lives and property.
 - Response: This is a priority one project.
- Accommodate bike and pedestrians.
 - Response: The shoulders of the new roads will serve as pedestrian/bicycle pathways, and additional or wider features will be added as funding allows.
- Reduce right-of-way impacts to resident's homes and yards.
 - Response: Several eliminated alternatives required more property acquisition.
- Don't put in sidewalks if they take property from St. Nicholas Catholic Church.
 - Response: Preliminary survey information indicates sufficient width between St. Nicholas Catholic Church parking lot and the existing right-of-way to widen the shoulder for pedestrians or bicycles without acquiring land from the church.
- Dawson Road will interfere with homeowners the least.
 - Response: In response to public comments, we adjusted the project to minimize impacts.

- Sorely needed.
 - Response: Public comments have helped identify issues and solutions.
- Improves access to land between Richardson Highway and Laurance Rd.
 - Response: Correct.
- Add enhancements or beautification efforts at Dawson Road crossing of Chena Slough.
 - Response: We will add a large culvert where Dawson Road crosses Chena Slough.
- Signage will be needed to direct people to St. Nicholas and Mistletoe Drive businesses.
 - Response: We expect to have signage at the usual spacing before the Dawson and Badger Interchanges.
- Install traffic lights instead of the interchange.
 - Response: Traffic analysis indicated that lights would increase severe rear end high-speed accidents.
- Lower speed limits on the Richardson Highway.
 - Response: Reduced speed limits are not consistent with the corridor reconnaissance study.
- An interchange is too expensive.
 - Response: The funding was approved in a statewide bond election.
- Closing access from highway will impede emergency response.
 - Response: ADOT&PF will look into emergency-vehicle-operable gates or mechanisms that will allow emergency vehicles to cross the Fifth Avenue and Mission Road intersection, but would not allow non-emergency vehicles to cross. The volunteer fire department has written in support of the preferred alternative. The North Pole Fire Department expressed the increased response time concern at the hearing.
- Need to review emergency vehicle access for Mission and Laurance Roads, closing access across the highway will impede emergency response.
 - Response: We will discuss options with the North Pole Fire and Police during the design phase.
- Increased traffic on collector streets.
 - Response: We passed on concerns about area roads to the DOT&PF and Borough planners.
- Want to see an interchange at Laurance Road and the Richardson Highway.
 - Response: The proposal does not preclude an interchange at Laurance Road at some future date.
- Enterprise Park Subdivision will be affected by construction phase and subjected to greater noise and increases in traffic volume and pollution after its completion.
 - Response: A noise barrier is proposed on the northbound off-ramp to Dawson Road. The FNSB will request the wall be built, providing residents want it. The noise increase will be less than substantial with or without the wall. Traffic will increase on the frontage roads, but not to an unacceptable level by 2035. The subdivision is outside the North Pole Air Quality non-attainment area, and the project is projected to substantially reduce idling time and delays for vehicles turning left or crossing the Richardson Highway, so a net improvement in air quality is expected.

- The proposed Dawson Interchange doesn't route traffic to where people want to go, including the schools and North Pole businesses.
 - Response: School busses will no longer make the dangerous cross-highway movement to get to school. School busses and other vehicles will have a safer route with the construction of the project.
- Drastic reduction in aesthetic value of property bordering Dawson Road extension, Buzby Road.
 - Response: Increased access generally increases property value. Tree clearing along Buzby Road (the extension from Dawson Road to Laurance Road) will be limited to that needed for the road, and will not include the wider clearing for a bicycle/pedestrian path until funding allows for its construction.
- Increased traffic hazard on Laurance at Dawson Road/Buzby intersection due to north bound tanker traffic; this intersection needs a traffic light.
 - Response: Traffic lights are not warranted at this intersection, stop signs are sufficient through 2035.
- Environmental impact to slough and brooding waterfowl.
 - Response: There will be a loss of approximately 0.3 acres of relatively low value wetlands.
- Move up the timetable so the project could be completed sooner and protect more people.
 - Response: It is a priority one project.
- Elevate the Richardson Highway from Laurance Road to Badger Road, with exits at Laurance, Dawson, and Fifth Avenue.
 - Response: This project does not preclude an interchange at Laurance, should traffic or conditions warrant in the future. An interchange was considered at Mission and Fifth Avenue but it is too close to the Badger Interchange to allow for safe movements of vehicles entering and exiting the two interchanges.
- Loss of left turns across Richardson Highway will cause adverse travel for customers and will force NAPA store to move to a new location, negatively impacting the lessor and the lessee.
 - Response: Completing the frontage road system past NAPA to Dawson Road should give customers a safe route to the businesses along Mistletoe Drive.
- Better routing of traffic needed to prevent delays during construction, perhaps less rush-hour construction and more night and slow traffic hours.
 - Response: A traffic control plan will be developed by the contractor and approved by ADOT&PF prior to construction.
- Large increase in traffic flow to collectors, especially Conifer Drive, due to convenience for through-passers who desire to avoid Newby Road.
 - Response: ADOT&PF passed these concerns on to the Fairbanks North Star Borough Planners and the ADOT&PF planners.
- Oversize refinery traffic and double-tanker trucks need to be accommodated in the new Dawson Interchange.
 - Response: The interchange and right-turn on and off ramps will be designed to accommodate the refinery traffic.
- Access roads on each side of the Richardson Highway will increase the value of commercial property.
 - Response: Thanks for the comment.

- What about hazardous materials associated with the old log building that was once a gas station at the corner of St. Nicholas and Fifth Ave?
 - Response: Our environmental site assessment identified the site, however, the selected alternative does not impact this site.
- Pleased to note that the latest revision of the Dawson Interchange will not impact homes just north of Mistletoe Drive.
 - Response: Thanks for the comment, We heard concerns from earlier conceptual designs and have modified the selected alternative to avoid such impacts.
- Concerned about increased traffic on Mistletoe Drive.
 - Response: Traffic will increase, but not to an unacceptable level by 2035.
- Please allow for pedestrians and bicycles, especially for the connection to Laurance Road.
 - Response: We will provide bike paths and pedestrian walkways as funding allows.
- Upgrade Hurst & Nelson because they are very narrow and there may be increased traffic with the proposed access changes to Chena Lakes Recreation Area.
 - Response: ADOT&PF design passed these concerns on to the Fairbanks North Star Borough Planners and the ADOT&PF planners.
- Airmen and workers at Eielson Air Force Base will have longer travel due to the loss of left turns across the Richardson Highway.
 - Response: Yes, but they will be much safer in their travel without the need to make dangerous crossings of high-speed traffic.
- The extension of Dawson Road to Laurance has had a name change approved by the Borough; the extension is now Buzby Road from the intersection at St. Nicholas Drive to Laurance Road.
 - Response: Fairbanks North Star Borough Planning Section concurs that the petition to change the name to Buzby includes the road's extension from Laurance Road all of the way to St. Nicholas. We will use "Buzby Road" in our design drawings and final street signage.

The FHWA has determined that the Build Alternative selected in this decision will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Edrie Vinson

Edrie Vinson, Environmental Project Manager
for FHWA

September 15, 2004

Date

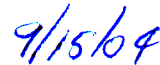
Certification of Public Hearing

I hereby certify that the Alaska Department of Transportation and Public Facilities has held a public hearing for Richardson Highway North Pole Interchange, Project IM-0A2-4(26)/62184, in accordance with Title 23 of the United States Code of Federal Regulations, and that all relevant laws and regulations regarding public involvement have been followed.

A public hearing was held in North Pole on July 14, 2004. The Department has considered and weighed the public's comments, and the social, economic and environmental effects of the proposed project. ADOT&PF have taken into consideration the proposed projects consistency with the goals and objectives of the North Pole Community.



David T. Bloom, P.E.
Preconstruction Engineer
Alaska Department of Transportation and Public Facilities
Northern Region



Date

**CITY OF NORTH POLE
RESOLUTION 04-27**

**A RESOLUTION SUPPORTING THE CONSTRUCTION OF THE RICHARDSON
HIGHWAY NORTH POLE INTERCHANGE**

WHEREAS, the City of North Pole is very concerned about traffic and pedestrian safety and traffic flow on the Richardson Highway and its existing uncontrolled access; and

WHEREAS, the current traffic pattern configuration of at grade road crossings on the Richardson Highway between Badger Road and Laurence Road results in numerous accidents each year; and

WHEREAS, the Alaska Department of Transportation and Public Facilities is working to address these safety issues with the Richardson Highway North Pole Interchange and; and

WHEREAS, numerous alternatives were considered but only four alternatives were advanced to address the traffic safety and traffic flow issues on the Richardson Highway: no improvements, Dawson "A" Interchange, Dawson "B" Interchange or the 8th Avenue Interchange; and

WHEREAS, after several houses on the project, the Alaska Department of Transportation and Public Facilities is recommending the Dawson Road "A" Interchange as the preferred alternative; and

WHEREAS, the City of North Pole agrees that this project will enhance our community by improving the safety for our motorists and pedestrians by providing safer access on and off the Richardson Highway and by reducing vehicles delays and improving air quality; and

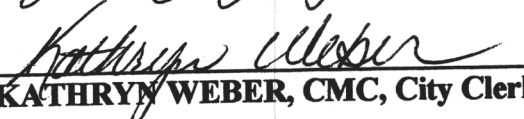
WHEREAS, the City of North Pole firmly believes that improving safety for motorists and pedestrians is paramount, and as more traffic is diverted on Mistletoe Drive and St. Nicholas Drive, paths for bicycles and pedestrians are essential.

THEREFORE BE IT RESOLVED that the North Pole City Council hereby concurs with the preferred alternative, Dawson Road "A" Interchange insomuch that paths for bicycles and pedestrians on Mistletoe Drive, St. Nicholas Drive and paralleling Dawson Road between the Richardson Highway and Laurence Road are included in this first phase of construction.

**Passed and approved by a duly constituted quorum of the North Pole City Council on
September 7, 2004.**




JEFFREY JAMES JACOBSON, Mayor


KATHRYN WEBER, CMC, City Clerk

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA
FOURTH DISTRICT

} SS.

Before me, the undersigned, a notary public, this day personally appeared Shanna Spracklen, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

6/24/2004 6/27/200

ST OF AK/DEPT TRANS

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AO 2524 ENV 024/ AK-DOT
10448

14274077

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.


[Signature]

Subscribed and sworn to before me on this 30 day
of JUNE, 2004

[Signature]
Notary Public in and for the State of Alaska.

My commission expires

August 31, 2005

 **DEPARTMENT OF
& PUBLIC FACILITIES**

OPEN I

**Richardson
North Pole Inter**

Wednesday, July 1
North Pole
125 Snow
North P

The Alaska Department of Transportation and
of the Environmental Assessment (EA) and a
Richardson Highway North Pole Interchange:

- Construction of an interchange at Dawson Road
- Extension of Dawson Road South to L
- Connection of Mistletoe Drive (Mission)
- Closure of 5th/Mission and Laurance F
- on the Richardson Highway
- Permitted Right Turn In and Out at 5th

The Environmental Assessment
www.dot.state.ak.us/stwdplng/project
or by contact

Janet Brown, P.E., Engineer
Department of Transportation
2301 Peger Road, Fairbanks
Telephone: (907) 4
Fax: (907) 4
TDD: (907) 4
Email address: janet_brc

You may send comments via letter, email, telephone

Notice of Wetland Involvement, Executive Order

If you are a person with a disability and you need
in this meeting, please contact the Project Manager

OPEN HOUSE
Richardson Highway
North Pole Interchange Project

July 14, 2004 – Wednesday
4-7 pm
North Pole City Hall
125 Snowman Lane
North Pole, AK

The Alaska Department of Transportation and Public Facilities announces the availability of the Environmental Assessment (EA) and a Public Hearing (Open House) for the Richardson Highway North Pole Interchange project. The proposed project includes:

- Construction of an interchange at Dawson Road
- Extension of Dawson Road South to Laurance Road
- Connection of Mistletoe Drive (Mission-Dawson)
- Closure of 5th/Mission and Laurance Road to Cross-Traffic and Left-Turns on the Richardson Highway
- Permitted Right Turn In and Out at 5th/Mission and Laurance Road

The Environmental Assessment is available online at
[*www.dot.state.ak.us/stwdplng/projectinfo/project_pages/north_pole_int*](http://www.dot.state.ak.us/stwdplng/projectinfo/project_pages/north_pole_int)
or by contacting:

Janet Brown, P.E., Engineering Manager
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2283
Fax: (907) 451-5126
TDD: (907) 451-2363
Email address: [*janet_brown@dot.state.ak.us*](mailto:janet_brown@dot.state.ak.us)

You may send comments via letter, email, telephone, or fax until **July 26, 2004**.

Notice of Wetland Involvement, Executive Order 11990

If you are a person with a disability and you need special accommodations to participate in this meeting, please contact the Project Manager.

Richardson Highway North Pole Interchange Project

OPEN HOUSE

Wednesday, July 14, 2004

4 - 7 pm

North Pole City Hall

The Alaska Department of Transportation and Public Facilities announces the availability of the Environmental Assessment (EA) and a Public Hearing (Open House) for the Richardson Highway North Pole Interchange project.

The Environmental Assessment is available online at
www.dot.state.ak.us/stwdp/plng/projectinfo/project_pages/north_pole_int

or by contacting:

Janet Brown, P.E.,
Engineering Manager
DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316

Telephone: (907) 451-2283
Fax: (907) 451-5126
TDD: (907) 451-2363
janet_brown@dot.state.ak.us

You may send comments via letter, email, telephone, or fax by July 26, 2004.

If you are a person with a disability and you need special accommodations to participate in this meeting, please contact the Engineering Manager.

EA Availability/Public Hearing (Open House)

North Pole Interchange
 Project ACNH-0A2-4(26)/62184
 Wednesday, July 14, 2004
 4-7 p.m. at North Pole City Hall

Sign-in Sheet

Name	Mailing Address	Telephone	E-mail Address
Shirley Williams	PO 57244	490-6666	
Cheryl Bennett	DOT/PWA	451-5423	
Todd Boyce	PO Box 71267 Fairbanks AK	459 1260	
Kevin Heneveld	3520 Conifer Dr	488-5786	Kevin@northstar.k12.ak.us
Rozario N. Mearns	601 Evelyn Dr.	498-7029	
Lorri Heneveld	3520 Conifer Dr.	488-5786	
Sherrie Perry	William Perry 2667 Beech NP AK	488 4207	
Ralph Swarthout	2835 Marathon way NP AK	99705	
Micky Swarthout	Same		
Edna Vanson	P.O. Box 22014 Juneau, AK	99802	907-586-7464
Terry Korman	PO Box 56137 AK	99705	488-9600 -ad.
Joe Balash	119. N. Cushman, Ste 101 Fairbanks	488-0857	Joe-Balash@legis.state.ak.us

EA Availability/Public Hearing (Open House)

North Pole Interchange

Project ACNH-0A2-4(26)/62184

Wednesday, July 14, 2004

4-7 p.m. at North Pole City Hall

Sign-in Sheet

Name	Mailing Address	Telephone	E-mail Address
Phillip Wyman	PO Box 55420	488-4187	ptacwyman@hotmail.com
David Cendrey	P.O. Box 56359	488-7219	
Denise McAllister	3613 Laurence Rd	488-5950	
Maria Kallach	P.O. Box 56091 W.P.	488-9082	
Steve Devell	304 GARNET RD F.B.S. AK	458-6860	EDRDIKE@AFAPAFIDBANKS.COM
Beverly Colapietro	3286 Laurence Rd	490-0154	
John J. Sewell	2720 Dagon Cr	488 3498	john.suzette@acsakaska.net
Pet Hannon	POB 56562 WP 99705	488-4352	patrick.hannon.710@gmail.com
Robin Briggs	1195 Lake Dr. WP 99705	488-7285	robinrichard@akaska.com
Anna Tammanto	3121 Kris Kringle Dr	488-7464	k.tammanto@acsakaska.net
Shannon McNorth	7435 Gordy Way	457 2240	
Abby Spinelto	8325 Liberty Ct	488-4900	abbyspinello@yahoo.com
Robin Haskin	3888 BRANCH AVE	488-0716	

EA Availability/Public Hearing (Open House)

North Pole Interchange
Project ACNH-0A2-4(26)/62184
Wednesday, July 14, 2004
4-7 p.m. at North Pole City Hall

Sign-in Sheet

Name	Mailing Address	Telephone	E-mail Address
Andrew Niemiec		451-2210	
Greg & Vivienne Laszloff		488-6378	
Brande Adler		488-0655	
Walt & Terry Holmes		488-3823	
Dore Isaacson		322-3133	
Samuel	2688 Beach W.P.	488-1382	
Jeff Dier		488-1302	
Gordon & Barbara Haggan		488-6358	
Russ Ackerman		488-3906	
Christy Everett	1308 Johnson Circle NP	488-8361	
Elaine Tempel	3818 Lyle Ave NP	488-8043	
Miked Ginger Linneman	P.O. Box 55047	488-7699	ablineman@comcast.net
Gert Tyndall	2301 Peger	99709	451-2271

EA Availability/Public Hearing (Open House)

North Pole Interchange

Project ACNH-0A2-4(26)/62184

Wednesday, July 14, 2004

4-7 p.m. at North Pole City Hall

Sign-in Sheet

Name	Mailing Address	Telephone	E-mail Address
Lawren Raiman	90 Box 56422, North Pole	488-6868	nwheritage@geci
Daniel Raiman	" " " "	" "	" "
Martin Shulski	280 John Hancock Ct. N.P.	490-3092	jmsulski@pho.com
Buddy Lane	P.O. Box 55925 N.P.	488-1479	blanc@GCI.net
Jim Remitz	125 Snowmound Ln	488-2281	ON FILE
Jeff Jacobson	P.O. Box 57033 NP, AK	99705	mayor@northpolealaska.com
Doree Feokals	P.O. Box 56227 NP AK	99705	
De Skilbred	P.O. Box 56922 N. Pole	99705	
Alan Hoza	2713 Scotch Pine Dr., N. Pole	99705	
Unmarked Book	384 Branch Ave N. Pole	99705	northpolechief.org
David Peck	" "	" "	" "
John Karis	8922 Kensington North Pole	99705	
FINANCIAL			

EA Availability/Public Hearing (Open House)

North Pole Interchange

Project ACNH-0A2-4(26)/62184

Wednesday, July 14, 2004

4-7 p.m. at North Pole City Hall

Sign-in Sheet

Name	Mailing Address	Telephone	E-mail Address
Lynne Skjeste	PO Box 55637	488/427	skjeste@gci.net
Bob Piser	P.O. Box 56176	488-8884	bobpiser@hotmail.com
Joan Hoza	2713 Scotch Pine	488-7687	ajhoza@mosquitonet.com

Michael and Abby Spinello
3325 Liberty Court
North Pole, AK 99705

July 25, 2004

Janet Brown, P.E.
Project Manager
State of Alaska DOT and PF
2301 Peger Road
Fairbanks, AK 99709

Dear Ms. Brown:

Thank you for your continued help in explaining the Richardson Highway North Pole Interchange Project. We continue to view this proposed project as unnecessary and support the "no-build" alternative. It seems to us that one of the biggest motivators for this project is the need to spend highway funding in the Interior so the money is not lost to another area in Alaska.

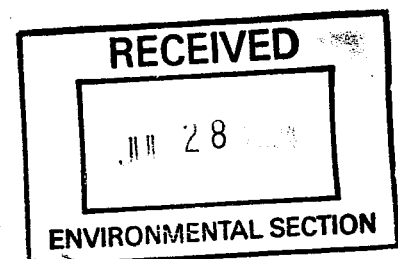
As residents of a neighborhood who will be affected by the construction phase of the project and subjected to greater noise and increases in traffic volume and pollution after its completion, we cannot view this project as an improvement. We continue to question the long-held objective to transform the Richardson Highway to a fully controlled access freeway considering the number of existing at-grade road and rail crossings which will likely be in place for years to come.

We have noted that some modifications to the project have been made based on comments submitted by the public. We appreciate the opportunity to provide input but continue to believe that the "no-build" alternative is in the best interests of the residents and businesses in our community.

Sincerely,

Michael + Abby Spinello

Michael and Abby Spinello
(907) 488-4900



Michael and Abby Spinello
3325 Liberty Court
North Pole, AK 99705

July 25, 2004

Janet Brown, P.E.
Project Manager
State of Alaska DOT and PF
2301 Peger Road
Fairbanks, AK 99709

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Sincerely,

Michael and Abby Spinello
(907) 488-4900

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: LEE SAYLOR

MAILING ADDRESS: PO Box 55244, NORTH POLE, AK 99705 ⁴⁸⁸⁻⁰³²⁴

EMAIL ADDRESS: _____

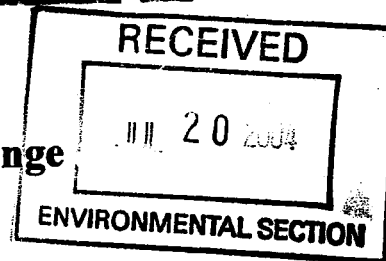
COMMENTS:

THE PROPOSED DAWSON INTERCHANGE
DOESN'T ROUTE TRAFFIC TO WHERE PEOPLE NATURALLY
WANT TO GO. THE TRAFFIC GENERATORS ARE THE
SCHOOLS & THE NORTH POLE BUSINESSES. DAWSON ROAD
INTERCHANGE DIRECTS THE TRAFFIC OF THE SUBDIVISIONS
NORTH OF THE RICHARDSON AWAY FROM LOCAL DESTINATIONS.
I BELIEVE AN INTERCHANGE AT EIGHTH AVE. &
ONE AT LAWRENCE WOULD CONFORM MORE TO EXISTING
TRAFFIC DESTINATIONS. AS FOR MY PERSONAL LOCAL TRAVEL
FROM HURST-NEWBY INTERSECTION, THE CLOSING OF FIFTH/
MISSION & OF LAWRENCE DEFINITELY WILL CAUSE ME
LONGER TRAVEL TO MY USUAL DESTINATIONS. I WOULD
PREFER TRAFFIC SIGNALS TO AN INTERCHANGE AT DAWSON
& A CUT OFF AT FIFTH & AT LAWRENCE.
NOTE: IF THE ~~PROPOSED~~ DAWSON INTERCHANGE IS CONSTRUCTED,
DOT MIGHT CONSIDER EXTENDING H&H ROAD AT THE
REFINERY OVER TO THE INTERCHANGE TO GET TRUCK
TRAFFIC AWAY FROM RESIDENTIAL & COMMERCIAL NEIGHBORHOODS

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184



We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

Beverly Colapietro

MAILING ADDRESS:

3286 Laurance Rd, NP, AK 99705

EMAIL ADDRESS:

COMMENTS:

Thank you very much for the
congenial + informative "open house"
at the North Pole City Hall, 7-14-04.
I have the following concerns about
the proposed interchange Project:

1. Social Impact: Drastic reduction in
aesthetic value of property bordering
Dawson Extension (a.k.a. Buzby Road), and
property near intersection of Buzby +
Laurance Rds.

2. Increased traffic hazard on
Laurance at Dawson/Buzby intersection due
to North Bound tanker traffic from
Refinery. Please consider putting a
traffic LIGHT at this T intersection.

3. Environmental Impact to ~~the~~ brooding
water fowl in small slough parallel +
west of Buzby Rd.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

Thank you for considering the above
comments.
- Beverly Colapietro
498-0154

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

RECEIVED

JUL 21 2004

ENVIRONMENTAL SECTION

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Mike Linneman

MAILING ADDRESS: PO Box 55047 North Pole AK 99705-0047

EMAIL ADDRESS: aklinneman@acsalaska.net

COMMENTS:

Very impressed with the professionalism of the DOT employees
and their knowledge & concerns during these public presentations.

I like the current Build Alternative with few exceptions. One
is I would hope the time table could be moved up so the
project could be completed sooner to hopefully protect
more people.

I am concerned about the lack of access for the emergency
services to respond in a quick manner to homes off of
Mission Rd. One emergency person said their response driving
around to HURST would increase time from 2 min to 5 min.

It would seem extending a 2 lane service road from
Mission to Badger would be least expensive than an
overpass and provide a quicker route for EM vehicles.

Other than a SOONER Build date & Mission-Badger Service Rd
I like what I have seen!

Good Job!

Michael Linneman

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Edward Sonnenburg

MAILING ADDRESS: 2617 Silver St. North Pole, AK 99705

EMAIL ADDRESS: _____

COMMENTS:

I am concerned about the "No Left Turn" at the Richardson and Laurance road. Cars coming from Fairbanks heading for Chena Lakes would probably turn off on Dawson Rd to Mistletop and then to Laurance. The intersection of Mistletop and Laurance Rd would be more congested by people making left turns to go to Chena Lakes. Also some cars may detour to Hurst rd. to Nelson both of which are too narrow for increased traffic.

I would like to see the Richardson elevated from Laurance Rd to Badger Rd with exits at Laurance, Dawson and Fifth Ave.

Thank you.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

GREG DORDIL / NAPA AUTO PARTS

MAILING ADDRESS:

304 GAFFNEY RD FBKS AK. 99701

EMAIL ADDRESS:

GDORDIL@NAPAFAIRBANKS.COM

COMMENTS:

SEE ATTACHED

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

Richardson Hwy. they would need to go down to the Dawson underpass and then head back north on the access road to the store. The future overpass at Mission "if" funding becomes available still restricts access to the store because there is no way to get across the northbound lane other than again going down to Dawson and doubling back.

To summarize; My lease expires in August of 2006 and based on what I know now I will not renew it or purchase the property as had been my plan. We are now forced to purchase some other property and build a new store due to the unacceptable access restrictions we will be faced with. This will be an large and unexpected financial burden on a very short notice. In addition it will leave the current lessor with an empty building which again will cause a financial burden on relatively short notice.

Greg Durdik
@ Napa Auto Parts
(907-458-6260)



COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Debra Wolff

MAILING ADDRESS: P.O. Box 55162 North Pole, AK 99705 ^(2630 Scotch Pine Dr)

EMAIL ADDRESS: mytlheart @ gci. com net

COMMENTS:

I like the 1st choice of making an overpass at Dawson Rd & Rich Hwy. I feel it is the most economical and will interfere with homeowners the least.

As hwy conditions are right now, by the time it is constructed, it will sorely be needed.

This construction will also open up access to land between Rich Hwy & Laurence roads.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Claude L Wolff

MAILING ADDRESS: Po Box 55162

EMAIL ADDRESS: _____

COMMENTS:

I hope that The traffic is routed better during construction on the Dawson Rd. overpass than the beginning on the Badger Rd. overpass. It took all of the first summer before anyone figured out what to do with the traffic. A new over pass is fine but keep the traffic moving.

Maybe less construction during rush hour and more construction at night and slow traffic times

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

Alan Hoza

MAILING ADDRESS:

2713 Scotch Pine, North Pole 99705

EMAIL ADDRESS:

ajhoza@mosquitonet.com

COMMENTS:

There will be a large impact in traffic flow (increased) to Connifer Dr. - due to the convenience for through-passers who even currently avoid the Newby Rd.

Connifer is the only main East-West throughfare that is a road service street in the area.

~~The~~ Connifer is a huge consumer of the resources of that service district as it is.

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COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Alan Hoza
MAILING ADDRESS: 2713 Scotch Pine Dr., North Pole 99705
EMAIL ADDRESS: ajhoza@mosquitonet.com
COMMENTS:

Future expansions to the refineries off the Old Rich. will require access via the improved Old Rich project.

This will accomidate oversize loads to the refineries that will possibly not be able to maneuver the new Dawson interchange due to size/turn limitations.

Currently those oversize loads coming from Valdez, etc. are able to make the left ~~turn~~ turn onto Laurance road.

To loose both accesses could be very limiting to large oversize load access.

Also Please be sure to allow enough (ample) turn radinuses for tanker doubles traffic at intersections!!

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Alan Hoza

MAILING ADDRESS: 2713 Scotch Pine Dr, North Pole 99705

EMAIL ADDRESS: ajhoza@mosquitonet.com

COMMENTS:

In reference to wetlands issues at the Dawson
Intersection (North side of Rich. Hwy).

I could see an upgrade to the main culvert in
~~culvert~~ slough may need to be ^{added} upsized or improved,
but as to the culverts that are south of the main
culvert (one under Dawson - the other under mistletoe):
Those two culverts feed ~~water~~ drain a diving
arm of the slough. This section of slough is
quickly becoming a dead swamp.

Therefore - I strongly would disagree with
any argument that this project ~~is~~ should be delayed
or effected to "save" that particular wetland area.

Alan Hoza

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

Donna Tsakalos (E/S Den)

MAILING ADDRESS:

P.O. Box 56206

EMAIL ADDRESS:

COMMENTS:

North Pole is a tourist & working town. Those visiting need accessibility to local businesses without having to travel back down a lane to get to them. The peak hours are 2-4 hours a day. I, having lived in the area for awhile, have never had a problem crossing any of these 'pretend' trouble spots. High speed accidents have been ~~stop~~ reduced by reducing high speed. Slow traffic down, add a signal light(s) as we desperately need. Catering to Eielson & Fairbanks traffic is cutting our wrists. The city of North Pole has, I believe, a duty to its residents and surrounding population to promote itself. To limit access in any way to the businesses, attractions, population is self destructive. Fairbanks, maybe, has more traffic during its peak hours and they control their traffic with lights and speed limits. Nobody should put themselves in jeopardy by crossing a road, with reduced speed limits and lights, this meeting and any future

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meetings should be laid to rest. This is the second time in 107 years this has surfaced. Same answers to the problems then, but nothing has been done. It will have been

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: GLEN & KATHY WEBER

MAILING ADDRESS: P.O. BOX 55297 NORTH POLE, AK 99705

EMAIL ADDRESS: Kathy@northpolealaska.com

COMMENTS:
WE ARE VERY HAPPY TO SEE THIS INTERCHANGE
FINALLY COME TO LIGHT. ANYTIME THERE IS AN
INTERSECTION ON A 4-LANE FREEWAY IT IS DANGEROUS.
THERE SHOULD ONLY BE ACCESS TO THE FREEWAY
BY ON/OFF RAMPS. ACCESS ROADS ON EACH SIDE
OF THE FREEWAY WILL ALSO HELP TO RAISE
THE VALUE OF COMMERCIAL PROPERTY. THIS IS A
PROJECT WELL WORTH THE MONEY.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Kerin & Tamera Tennant

MAILING ADDRESS: 3088 Kris Kringle Dr. OR

EMAIL ADDRESS: 3081 Kris Kringle Dr. N.P. AK 99705

COMMENTS: Leave Dawson interchange build
alternative. Do not put overpass at
Mission. Business on both sides would suffer
and eventually die. This is a total of 15 or so
businesses. People would pass North Pole itself
to go into Fairbanks. North Pole itself would die
eventually.

Expressway Auto Glass AND

Expressway Oil & Lube

Kerin & Tamera Tennant

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Elinor Tempel

MAILING ADDRESS: 3810 Lyle

EMAIL ADDRESS: _____

COMMENTS: The board says no hazardous waste problems

What about the log building at the corner of
St Nicholas + 5th? It used to be a gas station!

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: John Seuell

MAILING ADDRESS: 2720 Dagon Cr

EMAIL ADDRESS: john.suzette@acs.alaska.net

COMMENTS:

This revised build plan looks very reasonable. I'm happy
to hear it will not impact homes just north of mistletoe any
more. I look forward to seeing the project get underway.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Jerry Koerner - manager Rade Aikley property

MAILING ADDRESS: PO Box 56137, North Pole, AK 99708

EMAIL ADDRESS: koernerj@msgrail.com

COMMENTS:

The plan at this point looks good
as far as impact to our hotel & rental
properties on mission Road.

Dawson Road property acquisition changes
look fine. We don't have any objection
to plans you have as far as land
you will be buying from Rade.

I do feel sorry for EAFB personnel
that live off the Tread, etc. Their
trip home will not be as easy.

Looks good.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email:
janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: WALT & TERRY HOLMES

MAILING ADDRESS: 3146 KRIS KRINGLE DR, N.P.AK

EMAIL ADDRESS: wholmes@acsalaska.net

COMMENTS:

We would prefer the building alternative to not making any change at all. Our concerns have to do w/ the changes to Mistletoe. We are concerned about increased traffic to that road. We are currently able to be able to walk along the road w/out fear for our safety. We also have concerns about the Mistletoe extension to Dawson. We don't want the slough to be impacted so that the flow of animals & birds will be affected. We live on the slough & don't want to lose the water flow for the birds or animals - that was one of the reasons we bought the property. What precautions will be taken to minimize sedimentation and if that does happen after the fact, what steps will be taken to solve the problem.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

We are not in favor of losing the right turn off & on at Mission or Lawrence in the future

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

Robin Bagg

MAILING ADDRESS:

1195 Lake Dr. NP 99705

EMAIL ADDRESS:

robinrichard@alaska.com

COMMENTS:

I think this is a project that is long
overdue. The plan appears to be a good
one. As someone who has to turn left onto
the highway each morning, I am anxious
to see this project start (and finish!)

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

Public Hearing (Open House)
Richardson Highway North Pole Interchange
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We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Martha Shulski

MAILING ADDRESS: _____

EMAIL ADDRESS: jmskulski@yahoo.com

COMMENTS: The safety of those who live and work in the area in which the Interchange Project may take place would be vastly improved with a lower speed limit. ~~By~~ Eliminating the at-grade crossings and building overpasses serves to INCREASE the speed of traffic. Safety and quality of life of those in the immediate area will be compromised for the LONG TERM; this means for those who live, ~~at~~ work, shop, visit or park an RV along any section of ~~road~~ the Richardson OR frontage roads. The current speed limits on the highway and frontage roads should be lowered to accomodate for the majority of travelers who go above the limits.

Regardless, I disagree with the build alternative and feel it will not improve conditions more than it will cause disasters with other issues.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

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Richardson Highway North Pole Interchange
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We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: David Peck

MAILING ADDRESS: 3871 BRANCH AVE

EMAIL ADDRESS: ~~peck@~~ DAVIDPECK@ACS.COM

COMMENTS:

I like the project and most definitely
want it to go thru. I have two
teenage boys that I worry about
crossing Laurence everyday. This
will put my mind at ease!

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

**Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME:

Shelley Worley

MAILING ADDRESS:

PO Box 56940 North Pole AK 99705

EMAIL ADDRESS:

COMMENTS:

Great improvement. ~~at~~ PLZ Allow for pedestrian walking/bike
Access.

IS A bike path in the plans for the old Rich past The
Refinery connecting to Lawrence Road?

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

COMMENT SHEET

**Public Hearing (Open House)
Richardson Highway North Pole Interchange
Project ACNH-0A2-4(26)/62184**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

NAME: Russ Ackerman

MAILING ADDRESS: _____

EMAIL ADDRESS: RAckerman@NorthStarFire.org

COMMENTS:

Need To Review Emergency Vehicle Access For
Mission and Lawrence Roads. Closing Access From Highway
Will impede Emergency Response.

For further information, please contact Janet Brown, P.E., Engineering Mgr., at (907) 451-2283 or email: janet_brown@dot.state.ak.us. To correspond by text telephone (TDD), call (907) 451-2363.

[Fwd: North Pole Interchange]

Subject: [Fwd: North Pole Interchange]
From: Janet Brown <janet_brown@dot.state.ak.us>
Date: Thu, 05 Aug 2004 14:27:04 -0800
To: Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Janet Brown wrote:

Father Tozzi,

Thanks for commenting on this project again.

The survey information is being refined so we can accurately answer your question. With preliminary information, it looks like the church property would not be affected if the Saint Nicholas Drive shoulder was widened. That is subject to change.

The website should work for you now. We do have hard copies of the EA available too.

Janet

FBKRT@netscape.net wrote:

Dear Ms. Brown,

The website for the project makes reference to two files that are available to download the Draft Environmental Assessment. Please note that neither the (complete version, all maps, very large file, 16mb) nor the condensed version (text version, no maps, smaller file, 900kb) are currently available as of 6:20 PM on July 1, 2004.

Since the report doesn't seem to highlight one of the concerns of Saint Nicholas Church, please allow me to reiterate the objection to pedestrian walkways in front of the Church. (The plan states that as funding allows, there may be a modification to the plan for "an eight-foot wide path on the roadway shoulders of the frontage

The website should work for you now. We do have hard copies of the EA available too.

Janet

FBKRT@netscape.net wrote:

Dear Ms. Brown,

The website for the project makes reference to two files that are available to download the Draft Environmental Assessment. Please note that neither the (complete version, all maps, very large file, 16mb) nor the condensed version (text version, no maps, smaller file, 900kb) are currently available as of 6:20 PM on July 1, 2004.

Since the report doesn't seem to highlight one of the concerns of Saint Nicholas Church, please allow me to reiterate the objection to pedestrian walkways in front of the Church. (The plan states that as funding allows, there may be a modification to the plan for "an eight-foot wide path on the roadway shoulders of the frontage roads for pedestrians and bicycles. This would be constructed on the south side of Saint Nicholas Drive between Santa Claus Lane and Dawson Road and on the north side of Mistletoe Drive between Dawson Road and Laurance Road.") Our objection to the loss of property remains firm.

Sincerely,

Fr Ross Tozzi
Pastor
Saint Nicholas Church
707 Saint Nicholas Drive
North Pole, AK 99705
907-488-2595

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Subject: [Fwd: Richardson Highway North Pole Interchange Project]

From: Janet Brown <janet_brown@dot.state.ak.us>

Date: Mon, 19 Jul 2004 09:21:30 -0800

To: Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Subject: Re: Richardson Highway North Pole Interchange Project

From: Janet Brown <Janet_brown@dot.state.ak.us>

Date: Mon, 19 Jul 2004 09:20:34 -0800

To: Ralph & Micky <ralph.swarthout@acsalaska.net>

Ralph,

Thanks for the comment.

Janet

Ralph & Micky wrote:

Hi Janet - Thank you for the opportunity to review the current status of the subject at your recent public hearing in North Pole. The presentation materials were well done and the staff at the meeting were very knowledgeable and helpful. I concur with the build alternative as presented. I was very glad that the build alternative ended up at Dawson Road and that an extension of Dawson Road to Laurance was included. Hopefully sufficient funding can be obtained to provide the widened frontage road shoulders, separated bicycle path on the Dawson extension and the highway overpass at Fifth Avenue and Mission road with this project. These are very important improvements for the safety and convenience of the public and if possible they should be constructed at the same time the Dawson Interchange is built. In my opinion a full blown interchange at Laurance Road should be constructed in the future to replace the right in - right out that will be constructed with this project. Thanks again - Ralph Swarthout

Subject: Re: Richardson Highway North Pole Interchange
From: Janet Brown <janet_brown@dot.state.ak.us>
Date: Mon, 19 Jul 2004 09:45:35 -0800
To: Mayor <mayor@northpolealaska.com>
CC: David T Bloom <dave_bloom@dot.state.ak.us>, Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Dear Mayor Jacobson,

Thank you for commenting. As you know, we are looking at what can be done with the culverts on the slough. And if the project moves ahead, as we expect it to, we will also be looking to see if pedestrian facilities can be funded.

When will this project be on the North Pole City Council's agenda?

Janet

Mayor wrote:

Dear Janet,

Thank you for all the work that you and your staff have put into this project. I appreciate the tremendous public outreach that you have made to the North Pole community. I totally support the grade separated interchange at Dawson Road, extending Dawson Road to Laurance Rd. and Extending Mistletoe Drive from Donner Drive to Dawson Road. These road improvements will greatly improve traffic safety and traffic flow now and in the future.

I am concerned though that the project only plans to improve safety for pedestrians and non-motorized vehicles if funding allows. The proposed location of the interchange will divert larger volumes of traffic on Mistletoe from Dawson to Laurance. Without a safe path for pedestrians and non-motorized vehicles, the public is still at great risk. The same can be said for having a path on Saint Nicholas Drive. This project must include these paths even if the eight foot wide path is scaled down to six feet.

Additionally, the community of North Pole has been working with EPA, USF&W, ADF&G, U.S. Corps. of Engineers, U.S. Geological Survey, Fairbanks Soil & Water Conservation District, U.S. Senator Stevens and the Alaska Legislature to restore and enhance the water quality in Beaver Springs Slough and Chena Slough. Hundreds of thousands of dollars have been spent to date to improve the water flow capabilities and fish passage by replacing undersized culverts with bridges, larger culverts or adding additional larger culverts. During

the construction of this project a critical opportunity exists to restore the natural water flow capacity of Chena Slough at Dawson Road by installing a additional 10-14 foot culvert adjacent to the existing 9 foot culvert. The community plan once the natural flow capacity has been restored is to take additional measures to increase that flow.

I urge you to consider and install a second larger culvert at Dawson Road . Looking to the long range transportation needs, your report should reference the need in the future to extend Dawson Road to Plack Road and to extend Conifer Street to Lyle Street. Both of these connections will enhance the collector road systems so the surrounding neighborhoods can take advantage of the new interchange.

Jeff Jacobson, Mayor

City of North Pole

125 Snowman Lane

North Pole, Alaska 99705

" Where the Spirit of Christmas Lives Year Round!"

Subject: Re: NP Interchange Comments
From: Janet Brown <janet_brown@dot.state.ak.us>
Date: Mon, 26 Jul 2004 15:11:17 -0800
To: Buzz Otis <BOtis@grtnw.com>
CC: Bruce W Campbell <bruce_campbell@dot.state.ak.us>

Mr. Otis,

Thanks for commenting.

Sincerely,
Janet Brown, P.E.
Engineering Manager

Buzz Otis wrote:

The 5th Ave. right turn is ok if you take into consideration the need in the future for an overpass. Also it is imperative that signage be placed far enough back towards Moose Creek and then a little closer to the Dawson Exit that directs people to the businesses along St. Nicholas. For example: Take the Dawson exit to St. Nicholas drive for these businesses, Dental Clinic, forbes laundry, forbes storage llc, santa claus house, etc.

We will need sidewalks for pedestrian and bike traffic in and around the access roads. Please include landscaping in the project. We have to many ugly roads and intersections in the community. We

need trees, shrubs, flowers etc. Thanks for your favorable consideration of our concerns.

Buzz Otis, Manager
Forbes Storage LLC

State of Alaska
Department of Transportation and Public Facilities
Attention: Ms. Janet Brown, Engineer Manager
2301 Peger Road
Fairbanks, AK 99709

July 20, 2004

RE: Project #ACNH-OA2-4(26)/62184
Richardson Highway North Pole Interchange

I have reviewed the proposed highway project, which includes the extension of Buzby Road north to the Richardson Highway. I refer to this as Buzby Road instead of Dawson Road because the name change was completed and approved by the Fairbanks North Star Borough and the City of North Pole in 2002. I checked with the Borough Planning Department when Engineer Manager Janet Brown made reference to my part of the road as being the only section with the Buzby Road designation. I found that the final paperwork had never been completed. This is an error that the Planning Department is currently rectifying, so I would appreciate it if the Department of Transportation would make the appropriate changes in its records.

I must start by saying that I am as concerned as any other borough resident about the dangers of traveling on the Richardson Highway. As the mother of three teenagers, two of whom are already driving, I want safe roads. However, I do take issue with the proposed interchange at Dawson/Buzby Roads and the Richardson Highway. My home and the lives of my family will be greatly impacted by this interchange, and I am extremely distressed by your proposal.

When I spoke with Ms. Janet Brown in her office the first week in July, she indicated that DOT had not considered placing the proposed interchange at Laurance Road and the Richardson Highway. The reason being that residents would have to go too far out of their way to access the highway. Looking at egress from the Mitchell and Johansson

Expressways and especially the Steese Highway, I measure long distances in between intersections. The distance between the Badger Road interchange and Laurance Road is two miles. Exits on the Steese Highway exceed this. Access to the New Seward Highway in Anchorage is also confined to widely spaced interchanges. I pose that moving the proposed interchange to Laurance Road/Richardson Highway will not be a hardship for local drivers.

I also believe it makes more sense to keep the existing traffic patterns as Laurance Road is already an established, heavily traveled route. In looking at the amount of open space around the current intersection, it does not appear to impact anyone's living space, although it may impact the parking for Benson Tax Service and part of the gravel pit at Harvey Mechanical. Right-in, right-out turns at Laurance and other intersections is complicated and unsuitable. It would be a confusing to let some traffic use existing traffic patterns, but make others drive an extra distance.

Your proposal will create hardships for the businesses located on Laurance, Dyke, and Newby Roads. Customers living on the north side of the highway, or coming from Eielson AFB and Salcha will no longer have easy access to them. Business owners with heavy equipment would have to commit extra time to planning a route in and out of the area.

Have you considered how the school bus routes may have to be changed? The school district has already decreased the number of bus routes due to fiscal restraints. This may further increase hardship on the district.

An interchange at Dawson/Buzby would not change the oil tanker traffic from the refineries. Those going to Fairbanks will continue to use the Old Richardson Highway at 12 Mile Village. Those going south will continue to use Laurance Road. What purpose would be served by creating an interchange at Dawson/Buzby?

One section of the proposal disregards the use of traffic lights on the highway as being ineffective and unsafe due to ice fog. I have lived on Robyn Drive and Buzby Road for the past five years and have visited here for the better part of thirty years. I know of no occasion of heavy ice fog in any section of the Richardson Highway, except that portion adjacent to Fort Wainwright. The long time residents I have asked cannot remember heavy ice fog this far from town either. I think you are being overly cautious in claiming that idling traffic will cause problems.

This is a time of fiscal crisis in our state. Your proposal's cost is not stated in the booklet I read, but the cost of the rejected alternatives was \$18 to \$22 million. I believe you should further consider the financial cost of this project. I can't believe installing traffic lights at Fifth/Mission, Dawson, Laurance, and even the Old Rich at 12 Mile will be as expensive as the outlined construction.

Installing traffic lights would also have the benefit of causing through traffic to slow down, increasing everyone's safety. I travel between North Pole and Fairbanks at least once a day, year round. I make it a point of traveling at the posted speed limit, and am routinely passed by every other vehicle going my way. Over the last 4 days I have counted the number of cars I myself have overtaken on nine roundtrips: a total of 7 vehicles. Almost 100% of the vehicles on the highway travel at greater than 55 mph. Perhaps a greater presence of Alaska State Troopers and North Pole Police on the highway would also add to the safety factor. DOT might consider proposing this to the Department of Public Safety.

As big an issue as safety for me is what will happen to my family as a result of your proposal. Widening Buzby Road and creating an interchange there will greatly diminish the quality of my family's life. From what I can determine from your proposal booklet, you are planning on acquiring 14% of my property. That is quite a chunk. You are planning on removing the privacy hedge of trees and shrubs that borders

Buzby Road. You are planning on increasing the traffic on Buzby Road from a possible 12 vehicles a day to over 2000 (Proposal Booklet, Figure 6. No time frame is given for your numbers, but I assume this is 2000 a day). You are proposing to increase the noise level and reduce the air quality in an area immediately adjacent to my house. Would you stand for such a radical change of your home?

I built my home in this location because it is part of my grandparents' homestead. Connection with the land is part of my identity. My own family lived for many years on the Koyukuk River, and we treasure the tall trees and secluded feeling we have on Buzby Road, in spite of the fact it is not isolated. There is a sense of peace here. We can sit in the front yard and hear natural sounds. If you build an interchange at the other end of Buzby Road, we will lose all of this.

There is a huge white spruce tree at the edge of our driveway. We built the driveway in such a way as to save the tree. It is probably older than the United States of America. If the road is widened, that tree will be cut down. We would no longer be able to let our cats in the yard. We would have to worry about them being run over. We already keep our dog confined because we are afraid he will be hit on Laurance Road. This summer there have been flickers and woodpeckers in our trees and a beaver and ducks in our slough. Widening Buzby Road will remove enough habitat that they will go elsewhere. In fact, if you claim 50 feet of my property along Buzby Road, you will be building in the slough where Buzby meets Laurance. Is the plan to fill it in?

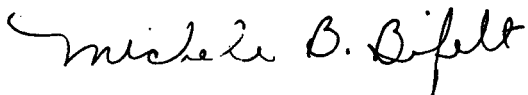
I also have great concern for my family's safety. Last year my daughters walked 600 feet on a little used road to the bus. How safe will it be if Buzby is a main thoroughfare? I am also afraid that a greater number of vehicles passed our house will increase the chance of theft. This summer there has been a rash of burglaries close to us. I don't want more people aware that we are the only house on Buzby Road. Increasing traffic in front of our house will bring an increase of trash. I

spent 6 hours this spring cleaning the trash on Laurance Road from Buzby Road to the highway. I know how much trash blows out of the back of pickup trucks on their way to the dump.

How will we get in and out of our driveway with heavy construction equipment moving up and down the road? It will take several years to construct such a project. We would be inconvenienced for all that time. Page 25 of your proposal states that right-of-way can be required without relocating any homes or businesses, but it doesn't mention the reduction of the quality of our lives. Neither does it mention the reduction in property value that we would experience if you reduce the size of our property and the desirability of the neighborhood. I used a major part of my retirement savings to build the only place I plan to live for the rest of my life. Would you take that from me?

I urge you to reconsider this building alternative. I believe safety concerns can still be met by building an interchange at Laurance Road and the Richardson Highway, and/or by installing traffic lights at the major intersections on the highway through the North Pole area. I think this is financially responsible, and does not impact the lives of other residents the way your proposal will impact my family. I feel as if we will bear the brunt of the impact for the surrounding area, since we are the only residents of Buzby Road and more directly affected than most others in this area. Put yourselves in our place. Think not only of the safety of the area, but the homes and lives affected.

Sincerely,



Michele Bifelt
2935 Buzby Road
North Pole, AK 99705-6771
488-4894
bifelt@gci.net

Janet L. Brown
Engineer Manager

My name is Yvonne Bifelt. I am a 19 year-old student attending the University of Alaska, Fairbanks. I am the daughter of a widowed teacher who has built a house two years ago on Buzby Road. This house was planned in as a way to separate ourselves from the load traffic and people that live on Laurance Road.

This "getaway house" is now supposedly will be intruded on by the loud construction of an access road being built next to it. After all the time and money my mother has put into this house it is not fair for it all to be thrown away.

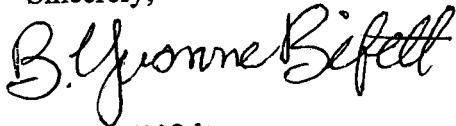
Besides the hazards of noise pollution and poor air quality from the construction that will happen next to our home, what about our safety when leaving our house? We would not be able to walk freely around and will now have to be really careful when driving our cars in the area. Our privacy boundary of trees will be cut down, along with my long-awaited hammock that is hidden amongst them. Our cats will not be able to prowl the area that they so frequently do now. I am sure an alternative solution can work and cost much less than \$27 000 000.

I am planning to move around the time this project will take place and will not be directly affected by it, but my mother and younger sisters will. My mother has had a hard life with my father dying, us moving, and trying to pay all the bills; she does not need yet another problem bearing her down. Would you want your mother to go through the stress and tears that I have to see everyday from my mother over a road that can be built somewhere else or not even at all?

You may see this as a cheaper solution to hazardous conditions on the highway, but it affects our home. Put yourself in our shoes and try to imagine our new home being spoiled by the exhaust, trash and traffic that will bog down our house when this road is built.

Thank you for your consideration on this matter.

Sincerely,

A handwritten signature in cursive script, reading "B. Yvonne Bifelt". The signature is written in dark ink and is positioned above the printed name.

Yvonne Bifelt

Ms. Janet Brown, Engineer Manager
DOT
2301 Peger Road
Fairbanks, AK 99709

Richardson Highway North Pole Interchange
Project#ACNH-OA2-4(26)62184

July 25, 2004

Dear Janet Brown,

My name is Lenore Bifelt. I live on Buzby Road, which is the street proposed to lead to the new highway interchange. To my family and me, this is a big change. There are many changes that will severely affect us if you build this interchange.

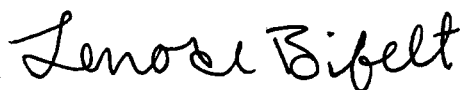
First of all, I have a cat that I let out every day during the summer, and if Buzby becomes a main road, I won't be able let her out because of the heavy traffic and the fear of her being run over. A few years ago, my beloved dog, Angel, passed away and we buried her in our yard. If you take 50 feet of our yard, you will take all of our trees and garden and even the place where we buried our dog. Cutting down our lovely trees means taking away our privacy and beautiful scenery.

Then there is the trash people will throw and the exhaust from hundreds of semi trucks, not to mention the noise. It's bad enough to hear the noisy cars going down Laurence Road and the highway; it will be so much worse with the lots of traffic on Buzby.

In a few weeks I will be starting my junior year in high school. Every year, I walk 600 feet to catch the bus to school. It would be a more hazardous walk with all the dangerous drivers we would have rushing down our road.

Please reconsider building the interchange at Buzby Road. Make Laurance Road the interchange. People already travel that way. It won't upset anyone's lives to keep Laurance the main road.

Sincerely,



Lenore Bifelt
2935 Buzby Road, North Pole, AK 99705

State of Alaska
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

July 23, 2004

Re: Project #ACNH-0A2-4(26)/62184
(Richardson Highway North Pole Interchange)

Attention: Ms. Janet Brown, Engineer Manager

Thank you for coming out to Buzby Road to explain to three local property owners the right-of-ways, property impact and other aspects of the proposed extension of Dawson/Buzby Roads. Your time and attention to those who would be impacted is truly appreciated.

Concerning the "social impact," I would like to tell you a little more background concerning the Bifelt property which will be most severely impacted by the proposal we have been discussing. That house is my cousin, Michele Bifelt's, "dream house," designed by herself and an architect. When she researched the location of her building site no one informed her of the proposal you say has been "talked about for years." It's a wonder the Borough doesn't make it a policy to warn people who apply for building permits that 14% of their property is likely to be taken up by a road in the near future. I'm sure if she had been informed of this likelihood she would have constructed her home on a different piece of property. The setting she chose was desirable because of the relative seclusion, privacy, and quiet—all to be compromised (nearly obliterated) by the encroachment of ditches, easements, bike-paths, and the extension road with 2000 cars per day to pass through. I hope Ms. Bifelt will have the satisfaction of receiving a generous compensation for this drastic change in the natural environment and aesthetic quality of her home.

I would also like to reiterate Ms. Bifelt's suggestion that the route be kept as close to current traffic patterns as possible. I imagine you've considered building an access road running parallel to the Richardson from the Nicholas Drive outlet, continuing along the edge of the Harvey gravel pit, and going in front of or behind the several businesses near the current intersection of Laurance and the Richardson Highway. Granting that there would be enough room for the infrastructures, such a location would seemingly benefit the businesses in the intersection vicinity and would not impact naturally occurring wetlands, nor be as long a detour from current patterns of traffic.

I do appreciate your listening to property owners' concerns, and thank you again for your and your colleague Russ' personal attention and consideration of Ms. Bifelt's predicament.

Sincerely yours,


Beverly R. Colapietro

3286 Laurance Road; North Pole, AK 99705

Janet Brown, Engineer Manager
2301 Peger Road
Fairbanks, AK 99709

July 24, 2004

RE: Project #ACNH-OA2-4(26)/62184
Richardson Highway North Pole Interchange

Dear Janet Brown,

Hello, my name is Rachel Bifelt. I am the youngest child and I live in a wonderful home with my mother and two other sisters. You wouldn't believe how hard we are working to keep a steady life style. We just put in a lawn and it is doing very well. It would be what we always wanted, a Dream House.

When I heard the proposal for the first time, I was as shocked as my family. But worse, I couldn't take how overwhelmed my mother was. I had to do something so here I am writing a letter to you. This is so you could see how badly this will "affect" our lives and the way we live. School is about to start soon and my sister and I will have to walk 600 feet down our road to catch the bus. With 2000 cars rushing down our road just think of the risks. I am concerned I could never let my cat out without worrying about her getting run over. Now the proposal packet says the State is going to take 14% of our land. That's a lot of land! My sister will have to take down her hammock and we will have to rebury my dog, Angel. That will have to take a lot of will power.

I might be guessing, but this proposal should cost millions, should it not? There has to be a better way, a less expensive way for making the highway safer. I think I speak for the Bifelts and the rest of my family who think, pardon my rudeness, that this is a ridiculous proposal. You should take thought that if it is accepted we will have to suffer for such nonsense.

This letter might not change your mind, but it is better for me to express myself. Excuse me if you take any offense, but it is only the truth. Thank you for your time and it will mean the world to us if you reconsider. God bless.

Sincerely,

Rachel Bifelt
Rachel Bifelt